

Memorandum of Conversation

Date: 13 July 2021

Time: 1528 central daylight time

Conversation Including: Jordan K. Zeller; Flight Instructor

Conversation Regarding: CEN21LA261, N3793W



Summary & Factual Information from Conversation:

Mr. Zeller stated the purpose of the flight was to checkout the pilot (Mr. Khaled Allen) in the Piper PA-32-260 (Cherokee Six).

Mr. Zeller stated that they had departed with "more than enough fuel" for the intended 1 hour flight. Mr. Zeller estimated the right wing main fuel tank contained about 18 gallons, based on that the fuel level was near the bottom of the filler neck or "tab". Mr. Zeller was unsure if the fuel level was above or below the tab.

Mr. Zeller stated that he and Mr. Allen discussed the fuel quantity before departure and had agreed to operate the engine on the right wing main fuel tank to correct the fuel imbalance between the tanks during the flight.

Mr. Zeller noted that the airplane's operating handbook did not contain a performance section, but the checkout form for the airplane listed a fuel consumption rate of 14 gallons per hour at 75% engine power. Mr. Zeller stated that he used a fuel consumption rate of 12 gallons per hour during his preflight performance calculations. Mr. Zeller reiterated that they departed with enough fuel for the intended 1 hour flight.

Mr. Zeller stated that the checkout flight consisted of visual flight rules (VFR) maneuvers, touch-and-go landings, and cruise flight. Mr. Zeller stated that about 1.1 hour into the flight the airplane had a loss of engine power while returning to the departure airport. The airplane was in cruise flight at about 1,000 ft above the ground when the loss of engine power occurred. Mr. Zeller stated that "there was a lot going on at the time" and that he did not switch fuel tanks after the loss of engine power.

Mr. Zeller acknowledged the possibility that the loss of engine power was due to fuel starvation; however, he thought the NTSB would complete a follow-up engine examination to identify if there was a mechanical malfunction of the engine.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 13 July 2021 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator